



Initial Planning Conference (IPC)

Out-Brief

1ST MAW: CH-53E Integration & CH-53D

Sundown

APW-51

Maj Fanning

ASM-33

LtCol Chipman

ASL-33



Purpose of IPC

Marine Aviation

- Purpose
 - Assemble the necessary stakeholders 4-5 Nov on MCBH to develop:
 - Detailed POA&M for HMH-463 transition to CH-53E by the end of FY12
 - CH-53D sundown timeline and POA&M for HMH-362/363 Cadre
 - MCBH Facilities planning to implement FY11 AvPlan
- End-State
 - Development/refinement of the POA&M and timeline for both the HMH-463 transition & CH-53D sundown
 - Identify issues and assign to organizations for resolution
 - MCBH facilities alignment to support FY11 AvPlan
- DCA Guidance
 - Review the number and timing of CH-53E's into HMH-463
 - To max extent possible utilize surface lift for CH-53E shipment to MAG-24
 - Evaluate MCBH infrastructure plan to determine if desired endstate is achievable based on FY11 laydown



Definitions & Assumptions

Marine Aviation

- Definitions
 - D-Day
 - HMM-463: Squadron begins accepting CH-53E aircraft
 - HMM-362/363: Squadron begin Aircraft breakdown
 - IOC: Squadron with 4 aircraft capable of conducting TR sorties to support D to E transition
 - FOC: Squadron has achieved **full PAA (12)** & 90% TO
- Assumptions
 - HMM-463 will require an initial cadre of current CH-53E Pilots, Aircrew, and Maintainers IOT begin acceptance of aircraft
 - HMM-463 needs to be ready to support FRAGs Feb 12
 - TYCOM to manage phased aircraft transfer plan
 - CH-53D divestiture begins 4Q FY11 (Trigger is HMM-363 deploy)
 - MALS-24 transition to support dual TMS during FY12
 - Personnel shifts amongst MAG-24 required
 - 5400 Bulletin necessary for HMM-463/HMM-363/HMM-362

Changes from DCA In-brief in **RED**

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Deliberative



OPLAN vs FY11 AVPLAN

Marine Aviation

- MAG-24 hesitant to plan the divestiture of the CH-53D below their OPLAN requirements until officially relieved by HHQ of their OPLAN responsibility
- 5400 Bulletin for HMH-363 and HMH-362 will direct MARFORPAC to adjust OPLANs within 30 days of execution
 - HMH-363 - 4Q FY12
 - HMH-362 - 1Q FY13
- MARFORPAC needs to relieve MAG-24 of their OPLAN requirement effective 1 Aug 11 (HMH-363 Deploy) in order to plan an efficient CH-53D disposition
 - Potential FMS interest in CH-53D's and parts
 - Smooth drawdown of CH-53Ds required due to limited space on K-Bay
- 1st MAW may raise this issue at the MAB
- Request DCA assistance in MARFORPAC relieving MAG-24 of the OPLAN requirements in order to accelerate CH-53D divestiture planning.



Disposition of CH-53D

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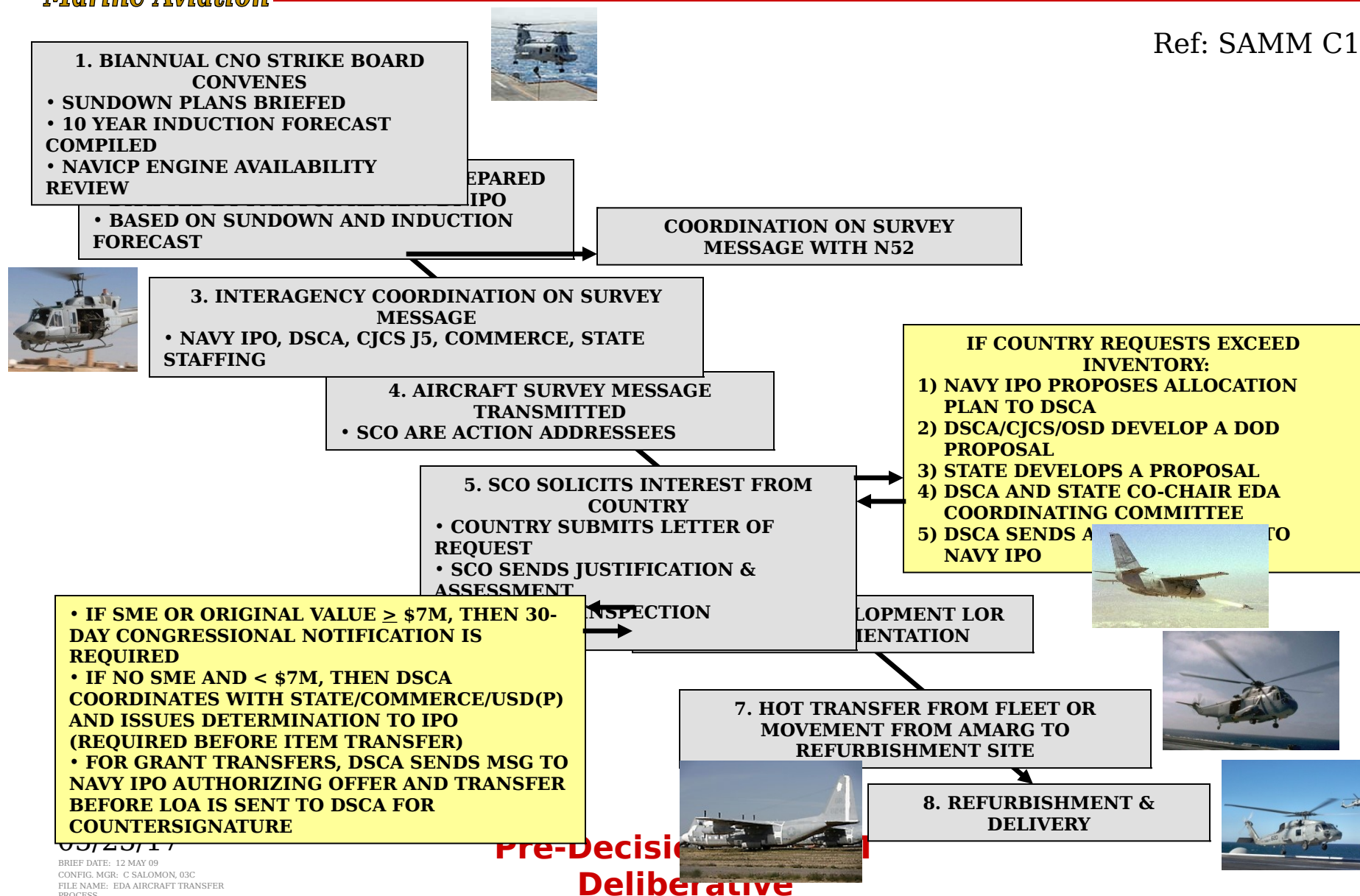
- No requirement for any in war storage
- Current anticipation for AMARG of 7 aircraft
 - Aircraft delivered post-WTI/EMV
 - Remaining 29 aircraft combination of:
 - Historical artifacts for museums / bases (EAGLE PULL)
 - Excess Defense Articles (EDA)
 - Training Aides (GCE On/Off drills)
 - SARDIP for parts / DRMO airframes
 - OEF Aircraft Disposition?
 - AMARG?
 - Strike in place?
- Minimal FMS interest in entire aircraft
 - Israel has stated potential desire for 1-4 aircraft
 - Assumption: desire for low hour aircraft
 - Lowest are in K-Bay
 - Exploring potential transfer on site (minimize cost)
- Anticipate considerable FMS interest in parts
 - Germany and Israel



EDA Aircraft Transfer Process

Marine Aviation

Ref: SAMM C11.





CFT I & II: Issues

Marine Aviation

- CFT I
 - CH-53E Aircraft Laydown
 - Transportation of CH-53E from CONUS to Hawaii
 - Aircraft Acceptance at HMHT-302
 - Series Conversion training of CH-53D personnel
 - Determined number and type of conversions necessary based on personnel discussions
 - Conversion Simulator Requirements
 - CBT access for Conversion Personnel
 - MAG-24 NATOPS Evaluator
 - Airfield Clearance
 - Command relationships for HMH-463 Det (B)
 - Defined w/recommendations to MAG-24 CO
- CFT II
 - Staging of qualified CH-53E personnel for stand-up
 - MALS-24 Core Shortfalls to support CH-53E / H-1 / MV-22



CFT I

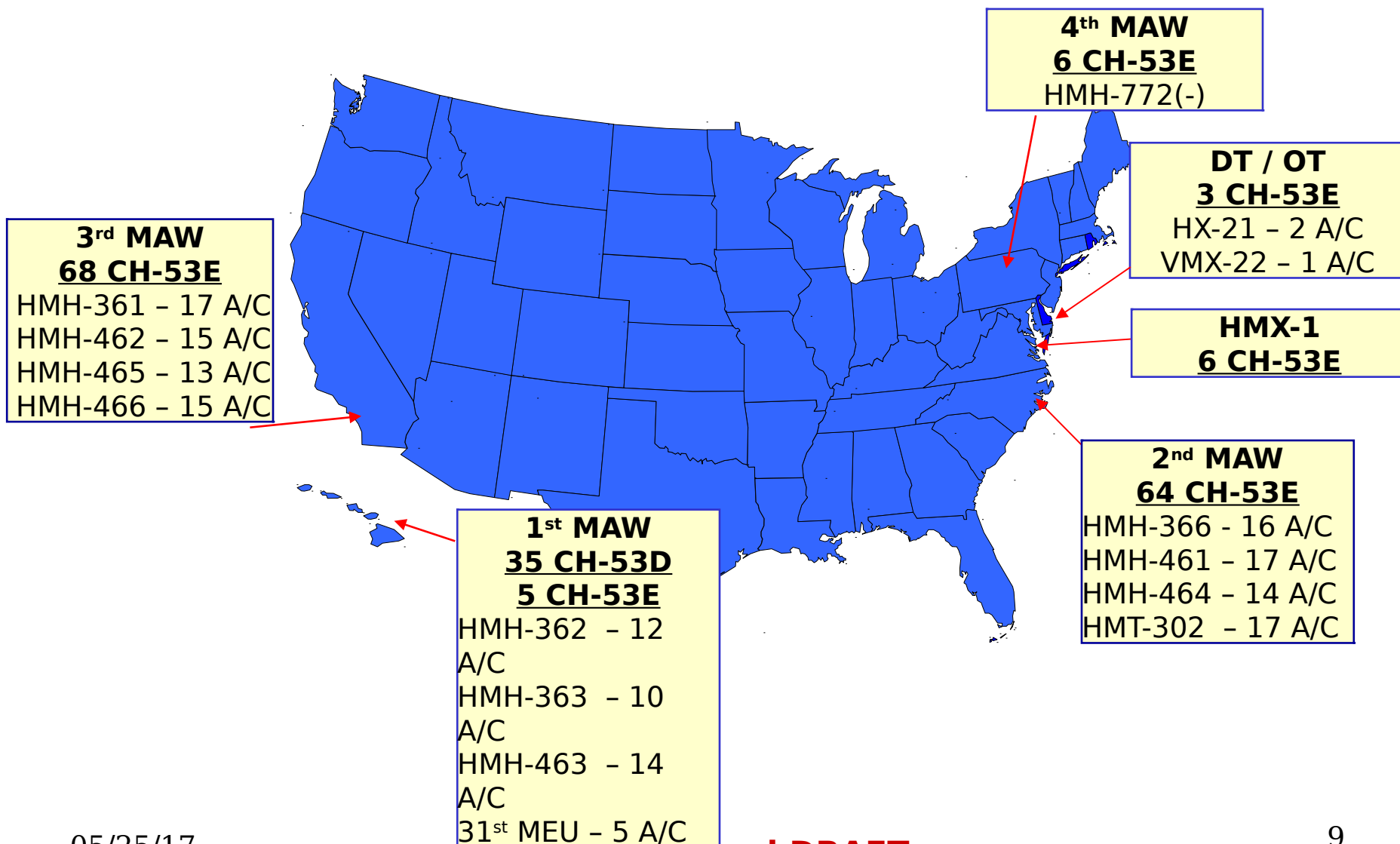
Marine Aviation

- Issue: CH-53E Aircraft Laydown
- Discussion: Removal of CH-53Es from HMX-1 does not equal HMM-463 requirements for FOC requiring additional distribution of CH-53E aircraft throughout the Wings.
- Recommendation:
 - 1st MAW - 17 Assigned
 - 2d MAW - 62 Assigned
 - 3d MAW - 64 Assigned
 - 4th MAW - 6 Assigned
 - VMX-22 - 1 Assigned
 - HX-21 - 2 Assigned
 - 161539 (CNS/ATM) will be issued to 2d MAW upon conversion to steam gauge post flight test. Conversion remains unfunded (POM-13 Issue).
- Action: HQMC (Funding) / TYCOM (Transfer)
- Due Date: NLT 4Q FY12



Current HMM Lay-down

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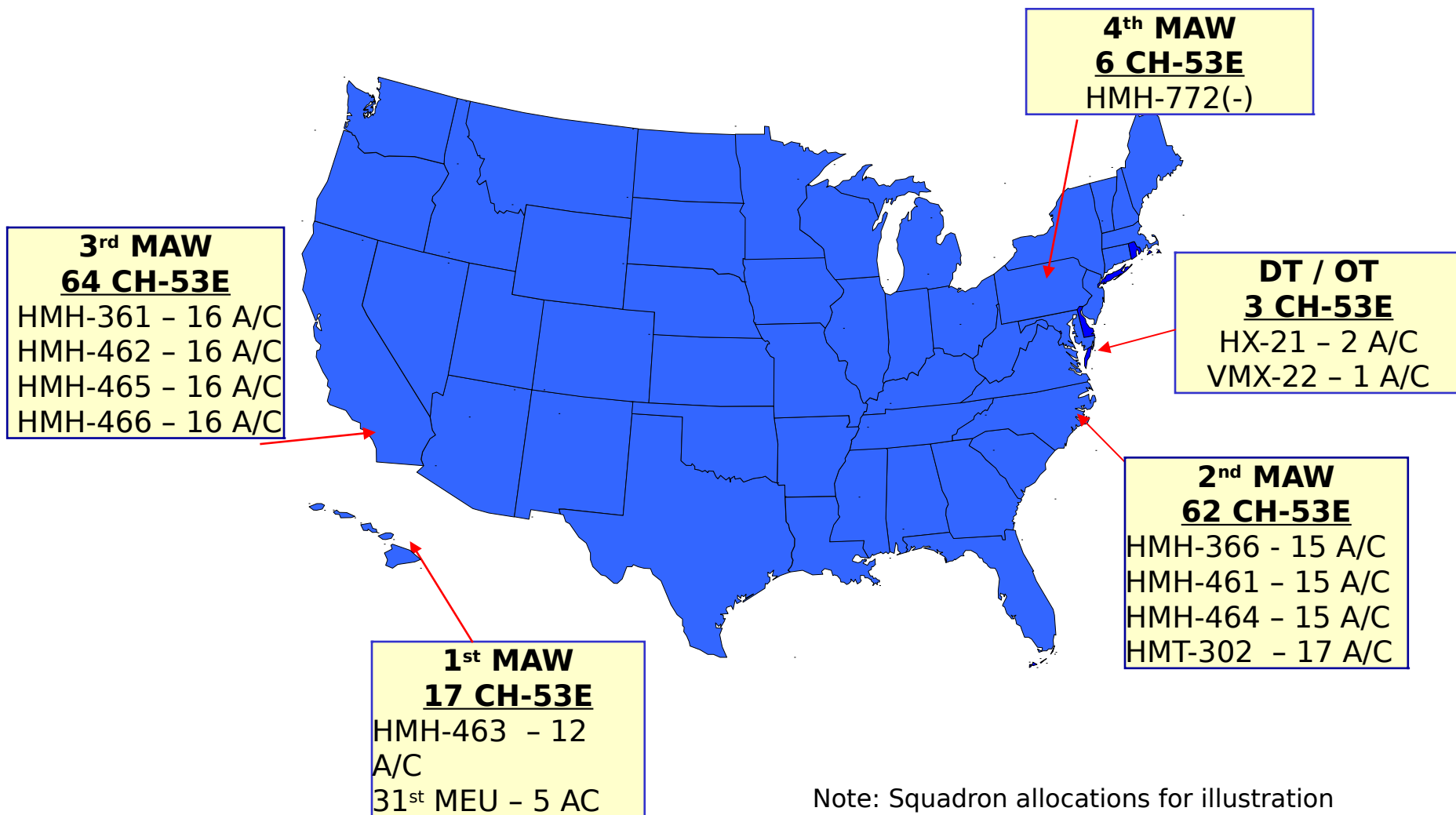
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Recommended HMM Lay-down 2013

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Note: Squadron allocations for illustration purposes only. Wings responsible for shifting AC as required amongst squadrons to meet operational commitments

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Draft CH-53D/E Transition, K-Bay

Marine Aviation

	TEEP																				
	FY11									FY12									FY13		
	Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
HMH-463	PTP									IOC			RFT						FOC		
HMH-363				WTI		EMV													C		
HMH-362										WTI		EMV/ATV									C
	PAA																				
	FY11									FY12									FY13		
	Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
HMH-463	11 D									0 D											
	0 E									4 E		6 E		8 E		12 E					
HMH-363	12 D						8 D	6 D											0 D		
HMH-362	11 D									16 D		12 D									0 D
CH-53D PAA	34	34	22	32	32	32	29	27	27	27	27	23	23	21	20	20	20	20	20	10	0
	OPERATIONAL AIRCRAFT BY GEO LOCATION																				
	FY11									FY12									FY13		
	Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
KBAY, CH-53D	20	20	20	20	19	19	18	16	16	16	16	12	12	12	10	10	10	10	10	10	0
KBAY, CH-53E	0	0	0	0	0	0	0	0	4	4	6	6	6	8	8	8	8	12	12	12	15
KBAY, H-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
KBAY TOTAL	20	20	20	20	19	19	18	16	20	20	22	18	18	20	18	18	18	22	22	22	15
OEF, CH-53D	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0

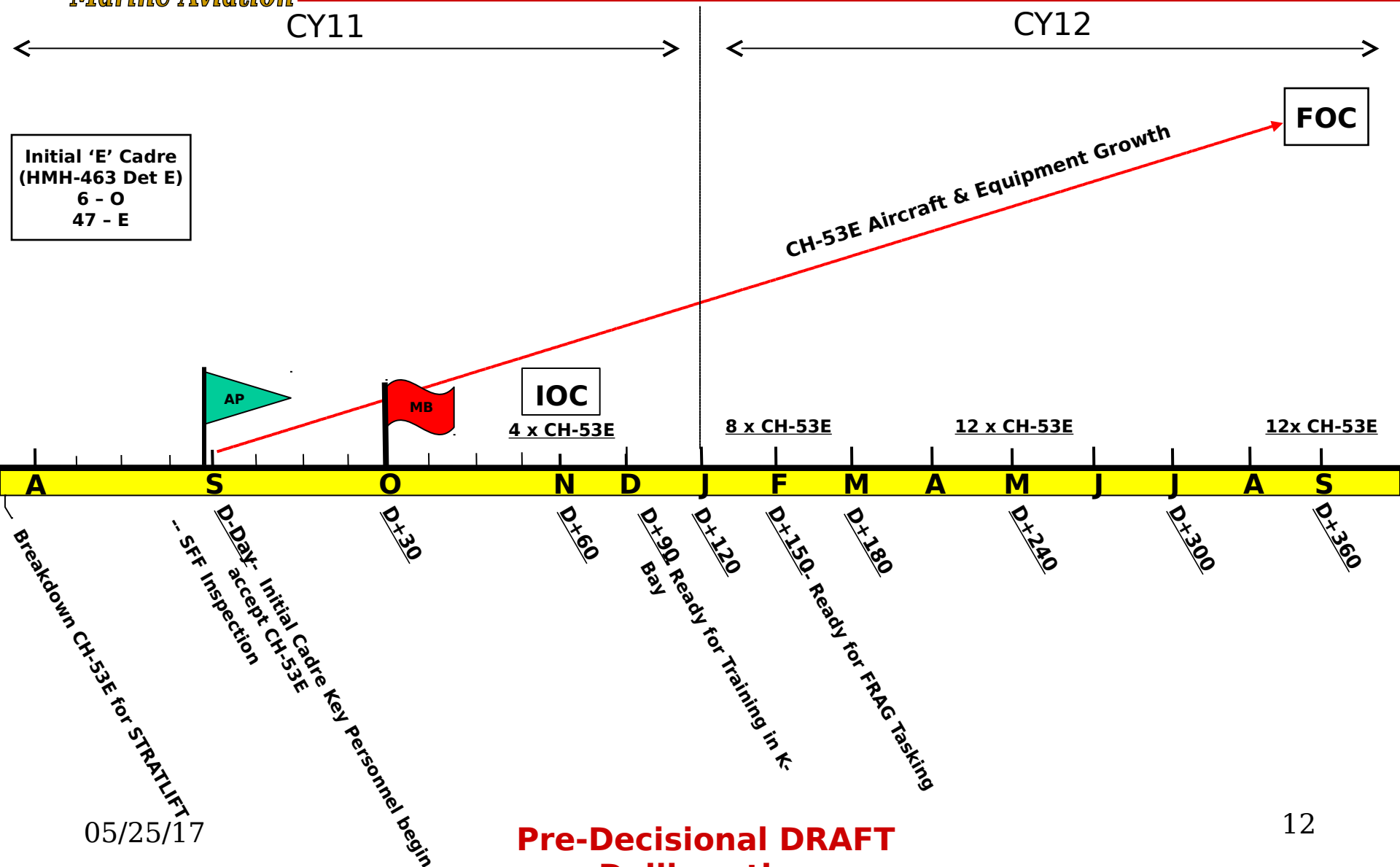
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HMH-463 Transition

Marine Aviation





CFT I

Marine Aviation

- Issue: Transportation of CH-53Es from MCAS New River and MCAS Miramar to MCB Hawaii
- Discussion: There are two methods to transport CH-53Es to the island: by air (15 x C-17 equivalents) or by sea (SURFPAC). Additional funding may be required by solely using STRATLIFT.
- Recommendation: STRATLIFT for initial 4 aircraft and SURFPAC for remaining aircraft. SoCal MEU Departure Nov 11 request for 2 AC minimum.
- Action: MARFORPAC G-5
- Due Date: Transportation decisions based on IPC timeline and lift targets of opportunity. Tentative planning date is 1 Aug 2011 for 2nd MAW 4 ACFT ready for STRATLIFT



CFT I

Marine Aviation

- Issue: Aircraft Acceptance at HMHT-302
- Discussion: Initial CH-53Es BUNOs to grow HMH-463 will come from HMHT-302 necessitating aircraft serialization at MCAS New River prior to STRATLIFT breakdown. HMH-463 Det (B) must be capable of conducting aircraft serialization NLT 1 Aug 11 and BPT TAD personnel to MCAS New River during Sep 11.
- Recommendation: Increase MAG-24 FY11 TAD budget to accommodate 8 personnel to conduct serialization, breakdown, and shipment of aircraft from MAG-29 to MAG-24.
- Action: MARFORPAC
- Due Date: NLT 4Q FY11



CFT I

Marine Aviation

- Issue: Conversion Simulator Requirements
- Discussion: Current timeline for CH-53E CFTD arrival at MAG-24 does not meet needs for HMH-463 conversion. Per the current DRAFT T&R manual the series conversion syllabus requires 5 sorties & 7.5 hrs of simulator time. The CFTD for MAG-24 will not be RFT until 3Q FY12 necessitating TAD for pilots to MCAS Miramar to conduct pre-requisite simulators. Current projection is 12 pilots in Nov 11 and 8 pilots in Apr 12 for 3 days.
- Recommendation: Increase MAG-24 TAD budget to reflect simulator TAD costs. Investigate use of C-20 MILAIR for transportation.
- Action: MARFORPAC
- Due Date: Sep 2011



CFT I

Marine Aviation

- Issue: HMHT-302 CBT Access for Series Conversion
- Discussion: Pilots requiring the series conversion syllabus are 7566 but have not studied the CH-53E since the FRS. The recommended series conversion syllabus includes 19 CBTs for pilots to re-familiarize themselves with the CH-53E. MATTS K-Bay will require access to these CBTs.
- Recommendation: HMHT-302 provide MATSS K-Bay with access to full HMHT-302 CH-53E CBTs for pilot, aircrew, and maintainer to conduct re-familiarization with the CH-53E
- Action: HMHT-302
- Due Date: NLT Aug 2011



CFT I

Marine Aviation

- Issue: MAG-24 NATOPS Evaluator for CH-53E
- Discussion: MAG-24 will require a NATOPS evaluator for the CH-53E due to the HMH-463 conversion. This is typically a pilot and aircrewmen on the MAG staff vice squadron. Until at least FOC this may not be possible and the MAG-24 CH-53E NATOPS evaluator may need to come from within HMH-463's initial cadre
- Recommendation: Until at least FOC, the CH-53E NATOPS evaluator for MAG-24 be from the initial HMH-463 cadre and ensure they have a current NATOPS evaluation from HMHT-302 prior to PCS.
- Action: MAG-24 / HMHT-302
- Due Date: NLT Jun 2011



CFT I

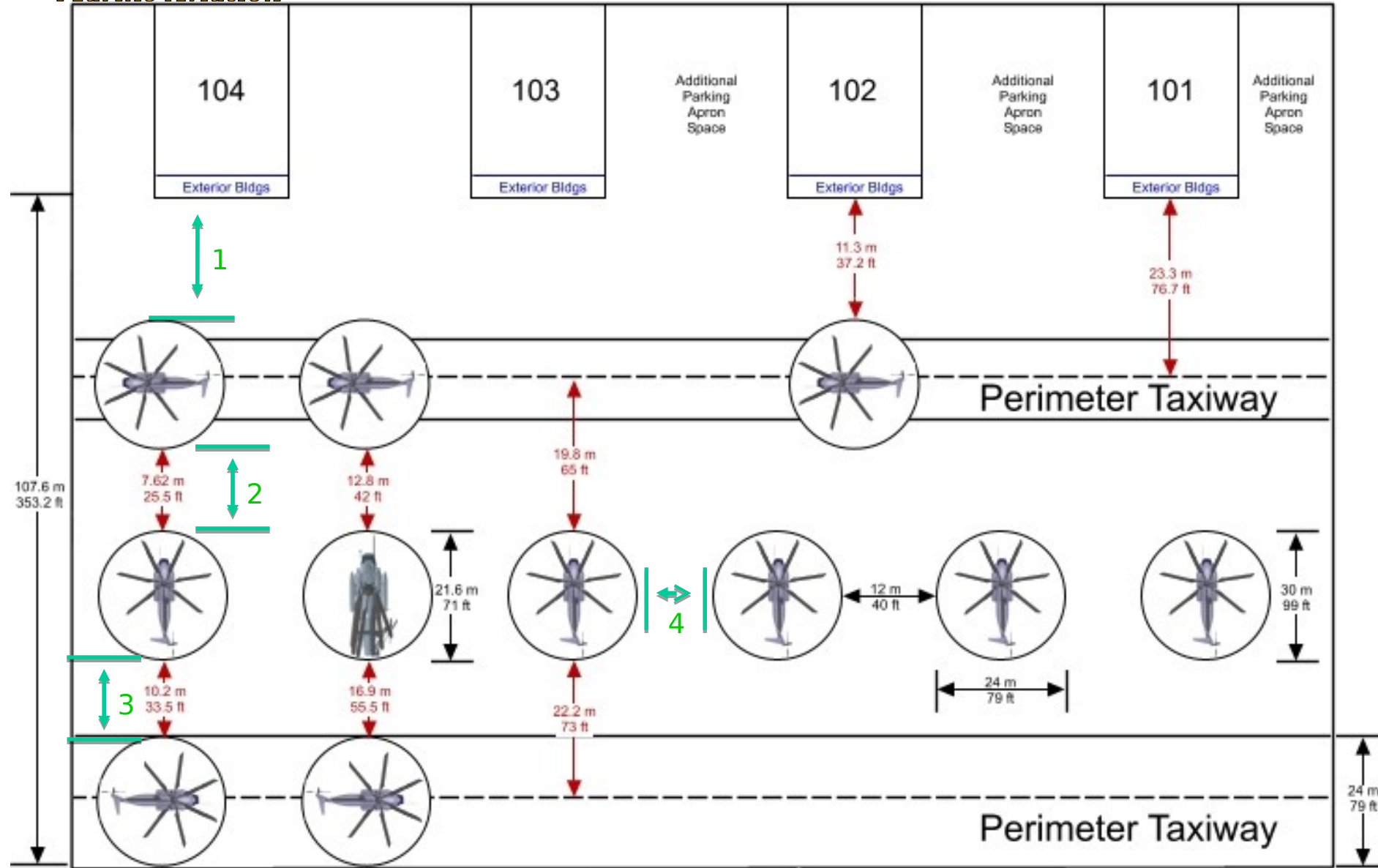
Marine Aviation

- Issue: Airfield lateral clearance
- Discussion: There is insufficient lateral clearance to support the CH-53E based on the P-80 requirements document. Reduced clearance along bayside parking ramp and taxiway from the current CH-53D due to the increase in size of the CH-53E from the CH-53D in both length (99ft vs 88ft) and rotor width (79ft vs 72ft). Taxiing and parking on the bayside taxiway will require adjustment and remarking of the spots. This will be similar to MAWTS-1 during WTI.
- Recommendation: Restripe and attain waiver for safety clearances from NAVAIR. If waiver not approved by NAVAIR a MOU will need to be initiated regarding clearance issued between Station Ops and MAG-24
- Action: MCBH Facilities/MAG-24/Station Operations
- Due Date: 01 May 2011



Airfield Clearance Issues

Marine Aviation





CFT II

Marine Aviation

- Issue: Staging of CH-53E qualified maintainers to receive A/C and train CH-53D maintainers.
- Discussion: Develop specific timelines in conjunction with MMEA to issue orders for HMH-463 Det (B)
- Recommendation: Set orders to arrive in (IAW ASM/Wing/MMEA) 2011 timeframe. Coordinate with TFSD WRT UIC assignments
- Action: ASL
- Due Date: 4 January 2011



HMH-463 Initial Cadre

Marine Aviation

Personnel	SFF*
Maint Chief	-
Maint Cont Chief	1
Total	1

41 Maint Marines

- 36 CH-53E Specific

- 5 Generic

Personnel	SFF*							
	FL	AF	AVI	MA	FE	GSE	IMRL	ORD
Chief	-	-	-	-	-	-	-	-
SNCOIC	-	-	-	-	-	-	-	-
NCOIC	-	-	-	-	-	-	1	-
SFF	1	1	1	-	-	-	-	-
QA	1	1	1	-	-	-	-	-
CDQAR	1	1	1	-	-	-	-	-
CDI	3	3	3	-	-	-	-	-
Level II	5	5	5	-	-	-	-	-
6046/6049	-	-	-	1	-	-	-	-
QASO/CDQ	-	-	-	-	1	-	-	1
QASO/CDI	-	-	-	-	-	-	-	-
TL/CDI	-	-	-	-	1	-	-	-
TL	-	-	-	-	-	-	-	-
TM	-	-	-	-	1	-	-	-
6072	-	-	-	-	-	1	-	-
6042	-	-	-	-	-	-	-	-
6531	-	-	-	-	-	-	-	-
Total	11	11	11	1	2	1	1	1

6 Pilots (PCO included in 6)

Qualifications***	Pilots
NSI	4
ARI	2
TERFI	4
NSQ	5

CH-53E Current

6 Crew Chiefs

Qualifications***	Crew Chiefs
NSI	4
NSQ	4

** Includes at least (1) WTI; All Pilots are FCPs

***Includes at least (1) WTCCI, (1) TGI, Crew Chiefs FCF Qual'd

■ = CH-53E (Current)

■ = Generic MOSs (CH-53D, MAG-24 personnel)



CFT II

Marine Aviation

- Issue: Identify shortfalls within MALS-24 Core that will prevent proper support for the incoming multiple platforms.
- Discussion: MALS-24 is currently T/O'd less than a full R/W MALS. Supporting MV-22, H-1s as well as CH-53Es could prove difficult with a reduced Core within the MALS.
- Recommendation: Evaluate variants of platforms and identify shortages that will not be supported from the O level Augmentee packages. Develop TOECRs that identify compensating structure to create structure within MALS-24.
- Action: MALS-24/ASM/TFSD
- Due Date: 4 January 2011



CFT III: Issues

Marine Aviation

- Maintenance Publications Required
- Hand Tools Differences
- IMDS Server
- CH-53D Disposition Plan
- WSPD Update and Publication
- IMRL (HMH-463 & MAG-24)
- AVCAL
- ICRL
- Facilities
 - Hangar 102
 - MILCON timeline vs. FY11 AVPLAN



CFT III

Marine Aviation

- Issue: CH-53E Maintenance Publications required for MALS-24 and HMH-463 Det (B) prior to Wing Level Inspection
- Discussion: Paper and electronic pubs are necessary for the transition.
- Recommendation: MALS-24 identify and build CH-53E TPL for O & I-Level requirements
- Action: MALS-24 / HMH-463
- Due Date:
 - 15 January 2011 to Identify Requirements
 - 01 June 2011 PUBS in place



CFT III

Marine Aviation

- Issue: Hand Tool differences
- Discussion: There are tools peculiar to CH-53E squadrons that a CH-53D squadron does not posses.
- Recommendation: Identify the differences in the Tool Control Manual (TCM) and procure as required.
- Action:
 - 1st MAW : Identify funding for requirements
 - MALS-24: Requisitions and deviations
 - HMMH-463: Identify the Differences
- Due Date:
 - Identify requirements 30 November 2010
 - Hand tools in place 01 June 2011



CFT III

Marine Aviation

- Issue: IMDS Server Required for HMH-463
- Discussion: All HMH-463 aircraft will have IMDS prior to transfer. HMH-463 requires 3 operator stations within a Squadron and a CH-53E IMDS server in Hanger 102.
- Recommendation: PMA-261 purchase a IMDS Server for HMH-463
- Action: PMA-261
- Due Date: Deliver NLT 01 June 2011



CFT III

Marine Aviation

- Issue: Disposition of CH-53D aircraft
- Discussion: May be necessary to SARDIP CH-53Ds at K-Bay.
- Recommendation: Utilize contractor SARDIP on site with material stored on site until disposition is received from NAVICP. Proposed disposition through CY11 on following slide.
- Action: MALS-24/NAVICP/CNAF/FMS
- Due Date: OPNAV approval of proposed disposition plan: 01 Dec 2010



Proposed Disposition of CH-53D aircraft

Marine Aviation

HMH-XXX		CY 2011											
BUNO	FID/PED	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
156968	Apr-11							AMARG					
157169	Dec-11							AMARG					
156954	Dec-10							AMARG					
157164	Dec-11								SARDIP				
157732	Aug-11								SARDIP				
157148	Jun-11												AMARG
157749	Jun-11												AMARG
157747	Sep-11												AMARG
157748	Dec-11			OEF RTB & SARDIP									
157134	Aug-13												AMARG
157133	Dec-10				OEF RTB & SARDIP								
157738													
157176	HX-21	SARDIP											
Other AMARG													
Other SARDIP													

Aircraft Assigned

HMH-362	11	11	11	10	10	10	10	10	16	16	16	12
HMH-363	12	12	11	11	11	11	11	8	6	11	11	11
HMH-463	11	11	11	11	11	11	11	11	11	0	0	0

Teep

HMH-362	OEF		TOA end							WTI	EMV/ATV
HMH-363	Lava Viper			WTI		EMV		Deploy		OEF	
HMH-463						OEF					

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Deliberative**



CFT III

Marine Aviation

- Issue: WSPD not Published
- Discussion: The WSPD is the principle sourcing document for building and delivering logistics support packages (AVCAL, SE, IMRL) . Current draft of the WSPD is not aligned with the AV Plan.
- Recommendation: Publish WSPD with FY11 AVPLAN changes
- Action: PMA-261
- Due Date: 01 December 2010



CFT III

Marine Aviation

- Issue: HMMH-463 IMRL
- Discussion: HMMH-463 requires a 8 x AC Bag of CH-53E IMRL prior to IOC.
- Recommendation: Identify Critical PSE to be shipped to K-Bay
- Action:
 - HMMH-463/MALS-24/CNAF/PMA-261
- Due Date:
 - 01 Dec 2010



CFT III

Marine Aviation

- Issue: MALS-24 IMRL
- Discussion: MALS-24 requires a 16 x AC Bag of CH-53E.
- Recommendation: Identify the critical I-level PSE
- Action: MALS-24/CNAF/PMA-261
- Due Date: 01 December 2010



CFT III

Marine Aviation

- Issue: AVCAL
- Discussion: AVCAL needs to be provided to CNAF by NAVICP.
- Recommendation: NAVICP create AVCAL allowances for continued CH-53D sustainment, CH-53E transition and CH-53E end state.
- Action: NAVICP/CNAF/ASL-31
- Due Date: AVCAL established 01 June 2011



CFT III

Marine Aviation

- Issue: Hangar Ability to Support CH-53E
- Discussion: HMMH-463 will occupy Hangar 102. Known issues with Hangar 102 are electrical power (dirty) and hoist capability for the QCU.
- Recommendation: Submit consolidated list of shortfalls to MCBH Facilities.
- Action: MAG-24 S4
- Due Date: 01 Jan 2011 Site Evaluation Report(SER) submission



CFT III

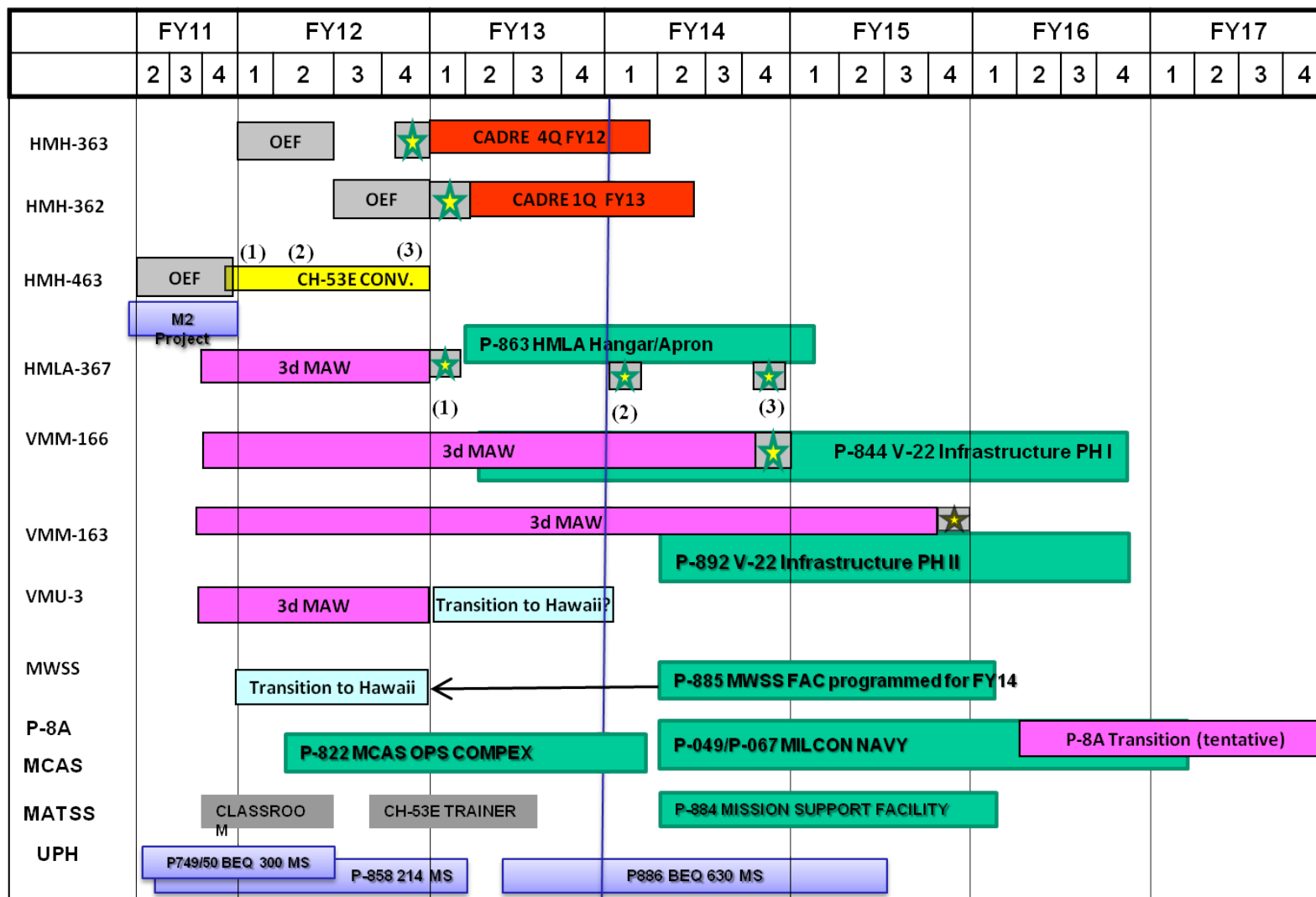
Marine Aviation

- Issue: ICRL capabilities
- Discussion: Identify ICRL shortfall and capability gain.
- Recommendation: Compare ICRL with other TMS MALS to identify repair capability and associated equipment. Report shortfalls to CNAF and PMA-261.
- Action: MALS-24
- Due Date: 30 Nov 2010



FY11 AVPLAN vs MILCON Timeline

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HMH-463: (1) 1Q FY12 Begin CH-53E A/C acceptance (2) 2Q FY12 Ready for frags (3) 4Q FY12 FOC 90% (PAI)

HMLA-367: (1) Arrival with 5 AH-1W & 4 UH-1Y (2) FOC 1st Q FY14 (3) Achieve full PAI of 14 AH-1W and 9 UH-1Y by end of FY14

P-8A is being constructed in two phases. Ph I is in FY14 and constructs the washrack. Ph 2 is in FY15 and constructs the hangars.

Deliberative



Road Ahead

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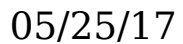
- OPLAN Relief
 - Target Aug 11
- CH-53D Disposition
 - Finalize aircraft availability for potential EDA
 - Release WSPD
 - Draft Aircraft Survey Message
- 5400 Bulletin Release
 - HMM-463 Dec 10
- First CH-53E transfer from HMX – Dec 10
- Mid-Planning Conference - Apr 11
 - ICW CH-53D FST



Questions



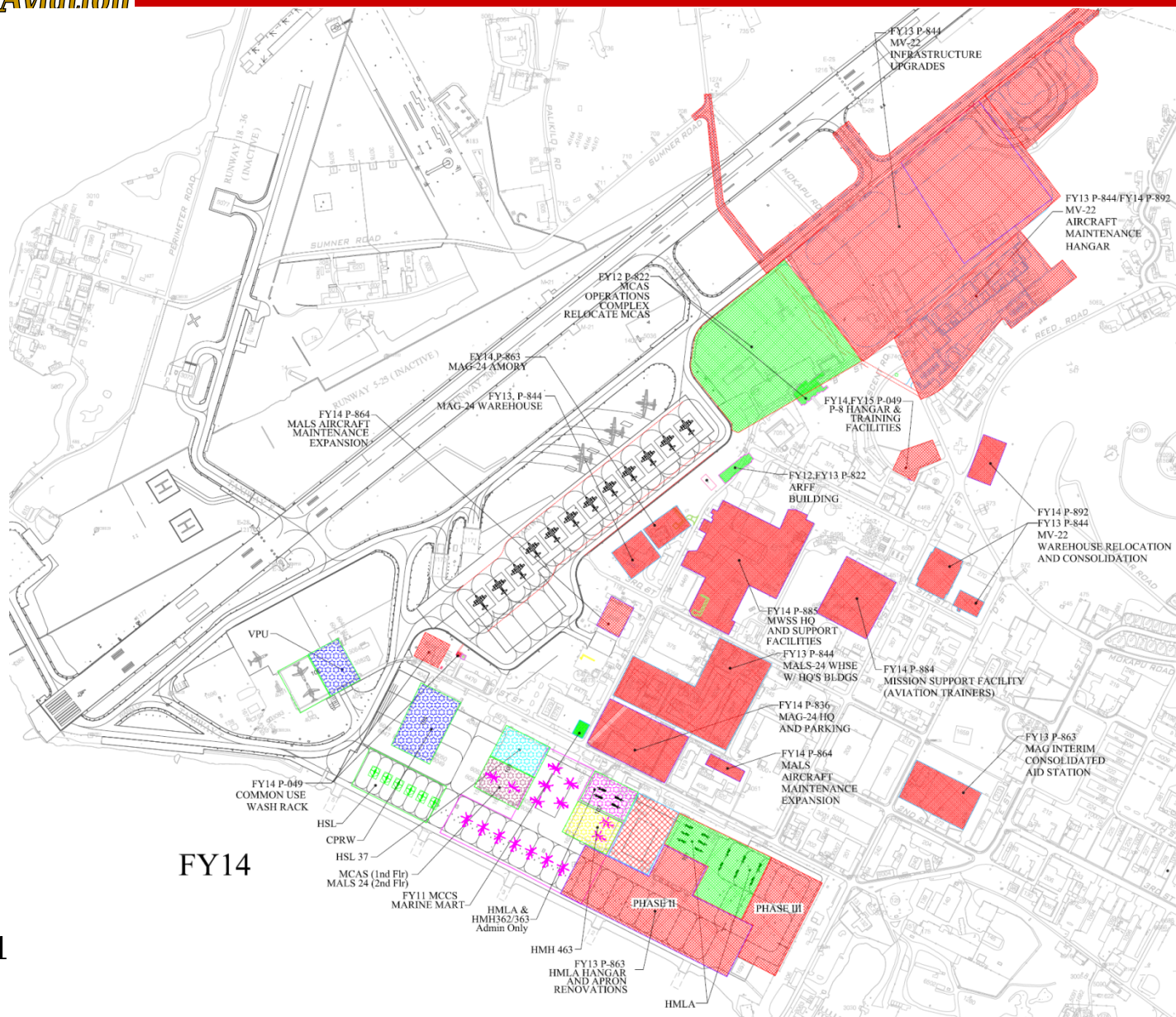
FY13





Facilities Laydown FY14

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FY14

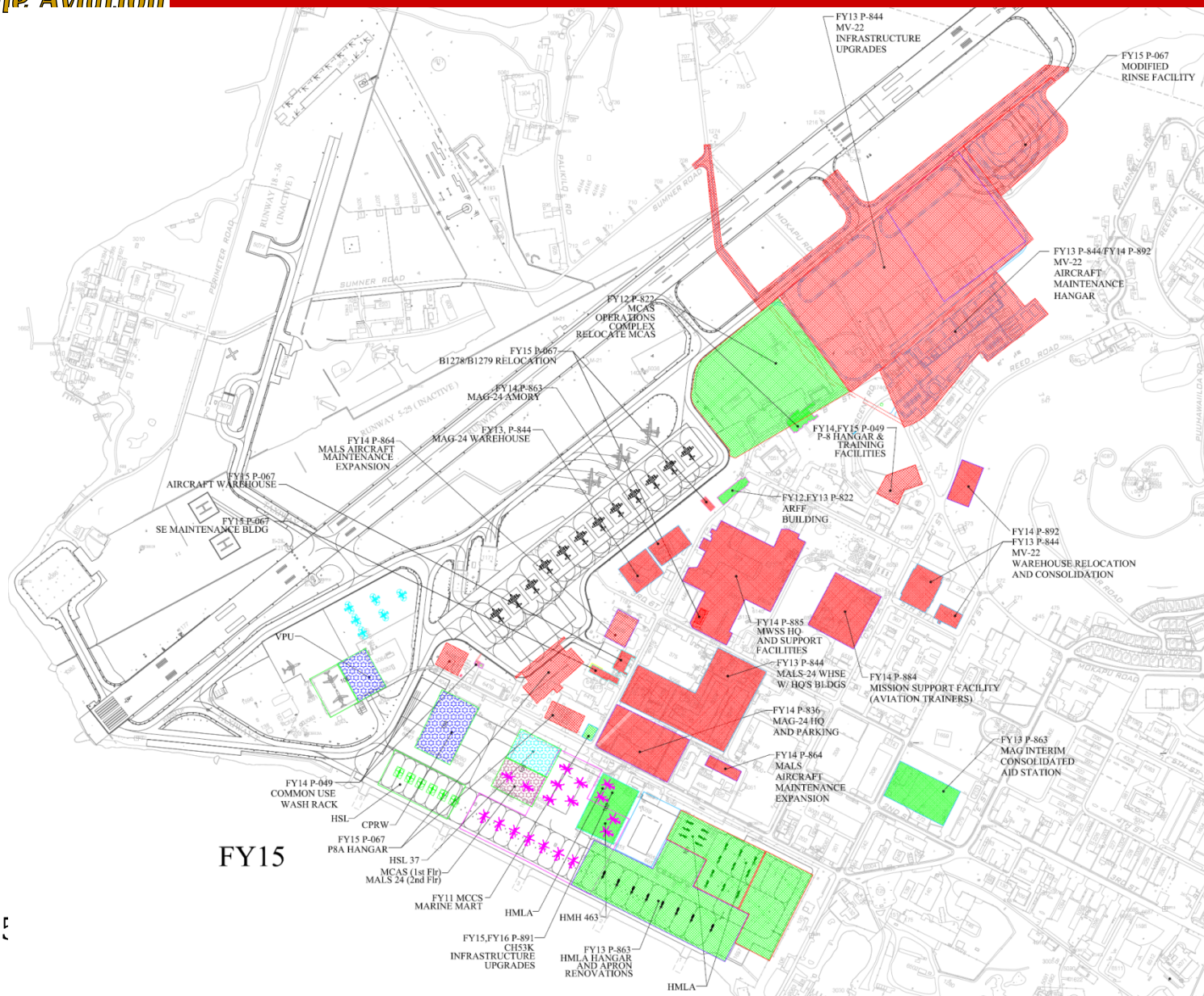
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Facilities Laydown FY15

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BACKUPS



Current CH-53 Simulator Laydown

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MCAS Futenma

(1) CH-53E APT (2F171)
(1) CH-53E CFTD
(1) NICLE
(1) CH-53E Aircrew Externals
Trainer (NVG compatible)

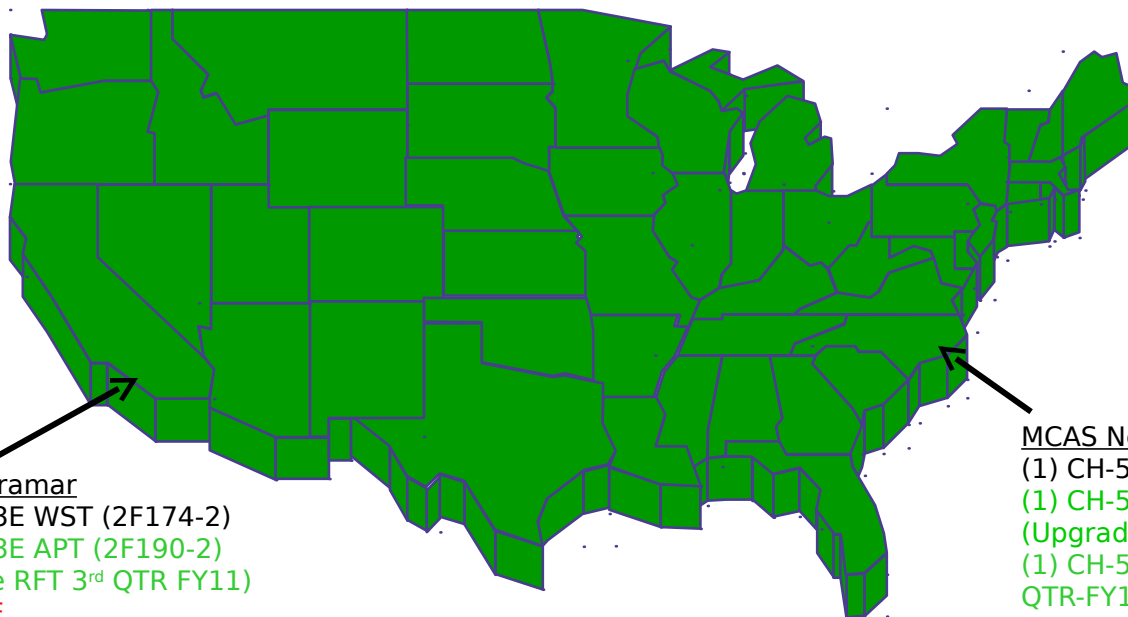


MCAS Kaneohe Bay

(1) CH-53D WST (2F121)
(1) NICLE
(1) CH-53E Aircrew Externals Trainer (NVG
compatible)

MCAS Miramar

(1) CH-53E WST (2F174-2)
(1) CH-53E APT (2F190-2)
(Upgrade RFT 3rd QTR FY11)
(1) NICLE
(1) CH-53E Aircrew Externals
Trainer (NVG compatible)



MCAS New River

(1) CH-53E WST (2F174-1)
(1) CH-53E APT (2F190-1)
(Upgrade. RFT 1st QTR-FY11)
(1) CH-53E CFTD (2F220) (RFT 3rd
QTR-FY12)
(1) NICLE
(1) CH-53E Aircrew Externals
Trainer (NVG compatible)
(1) MCAT (PROTOTYPE)

Notes:

1. Black indicates existing devices
2. Green indicates contract awarded
3. Blue indicates pending contract/start work
4. Red indicates un-funded

All sites require that all training devices
be networked. This includes all other
T/M/S.

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**Pre-Decisional DRAFT
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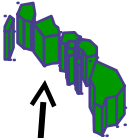
CH-53 Simulator Laydown after CH-53D Sundown

Marine Aviation



MCAS Futenma

- (1) CH-53E APT (2F171)
- (1) CH-53E CFTD
- (1) NICLE
- (1) CH-53E Aircrew Externals Trainer (NVG compatible)

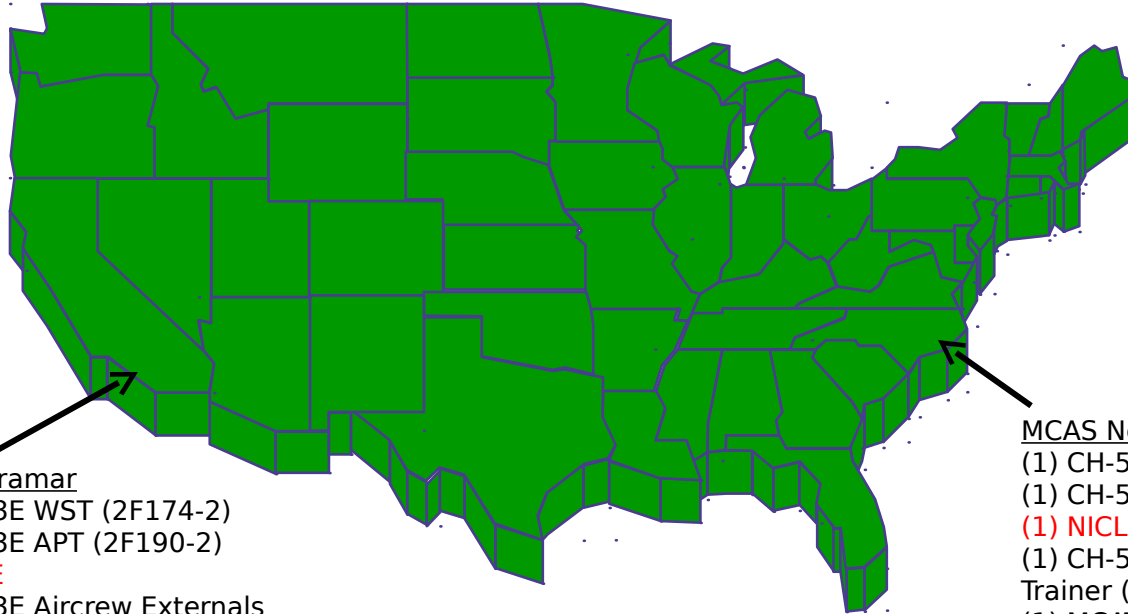


MCAS Kaneohe Bay

- (1) CH-53E CFTD (2F220)
- (1) CH-53E Aircrew Externals Trainer (NVG compatible)
- (1) NICLE

MCAS Miramar

- (1) CH-53E WST (2F174-2)
- (1) CH-53E APT (2F190-2)
- (1) NICLE
- (1) CH-53E Aircrew Externals Trainer (NVG compatible)



MCAS New River

- (1) CH-53E WST (2F174-1)
- (1) CH-53E APT (2F190-1)
- (1) NICLE
- (1) CH-53E Aircrew Externals Trainer (NVG compatible)
- (1) MCAT (PROTOTYPE)

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Deliberative**



Training Flow Chart

Prior CH-53E Qualified Pilots & Aircrew

Marine Aviation

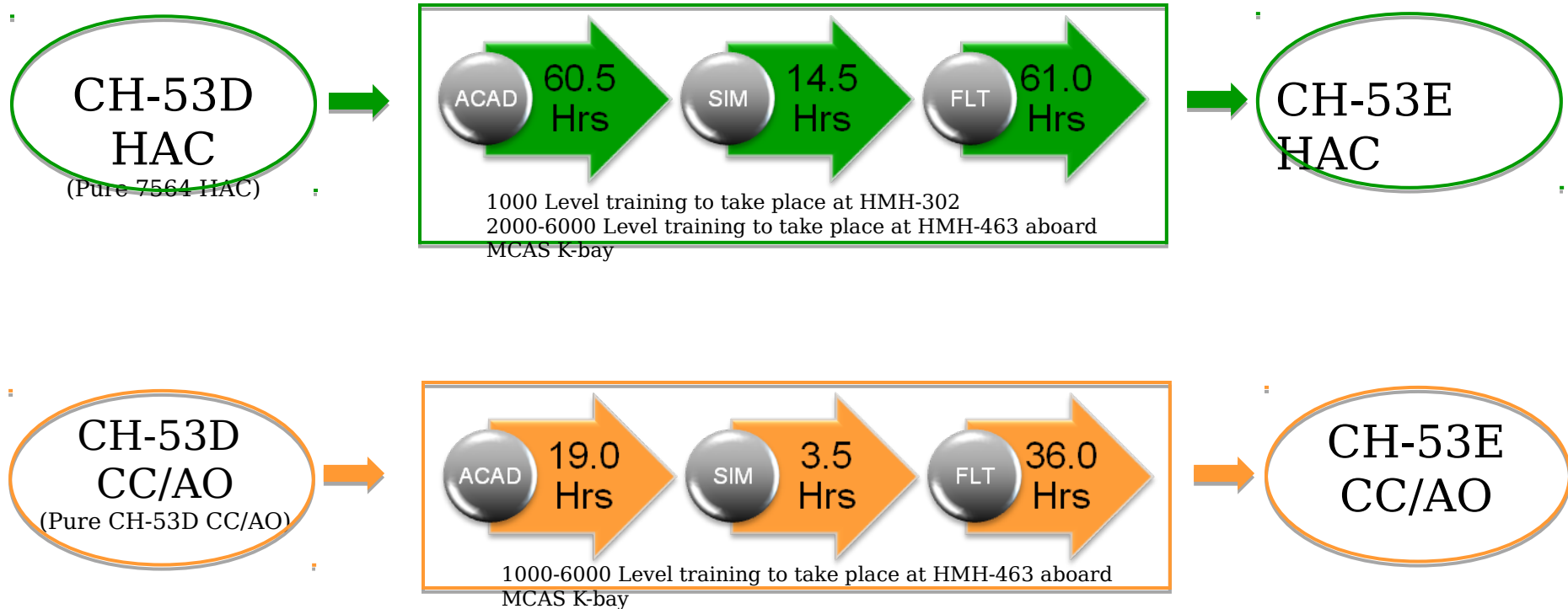




Training Flow Chart

Pure CH-53D Qualified Pilots & Aircrew

Marine Aviation



Pure CH-53D HAC: 4-6 Months @ HMH-302, New River



Training Flow Chart – Maintainer

Marine Aviation

CH-53D
CDQAR,
QAR, CDI

(Pure CH-53D CDQAR,
QAR, CDI)



DIFF
OJT

60-120
Days

Training to take place at the
squadron



CH-53E
CDQAR,
QAR, CDI

CH-53D
CDQAR,
QAR, CDI

(Prior CH-53E CDQAR,
QAR, CDI)



DIFF
OJT

30-60
Days

Training to take place at the
squadron



CH-53E
CDQAR,
QAR, CDI



CFT III

Marine Aviation

- Issue: I-Level Test Benches for CH-53E
- Discussion: Test benches for CH-53E parts were never required aboard K-Bay, however, transition of HMM-463 to the CH-53E and growing to 8 HMM squadrons has changed this. One test bench that will be a problem if not addressed early-on is the AFCS.
- Recommendation: MALS-24 determine required I-Level test benches to support HMM-463. HMX-1 to conduct inventory of I-Level benches that can be divested. CNAF to redistribute based on HMM community requirements.
- Action: MALS-24, CNAF, HMX-1, ASL
- Due Date: 15 Jan 2011



CFT III

Marine Aviation

- Issue: FRC-WP (Kimhae)
- Discussion: FRC-WP currently completes 1 MAW IMP events for 31st MEU and CH-53D. FRC-WP will now complete IMP events for HMM-463 CH-53Es. GFE may not be commensurate with increased throughput requirements.
- Recommendation: Identify GFE at Kimhae and determine shortfalls. (not anticipated at this point) Determine if contract changes are required to support HMM-463 aircraft at Kimhae (capacity)
- Action: CNAF; FRC WP will verify GFE requirements, and other anticipated issues
- Due Date: 01 Jan 2011



CFT III

Marine Aviation

- Issue: Power Grid on MCBH (Dirty Power)
- Discussion: Precision test benches requires consistent power within the IMA. MCBH power grid produces “Dirty” power. There will be a need to “D” code items.
- Recommendation: Determine power grid/grounding requirements to support CH-53E, H-1Y/Z, and MV-22 and submit MILCON.
- Action: MCBH Facilities
- Due Date: 01 June 2012 ICW RTCASS arrival



CFT III

Marine Aviation

- Issue: Cost architecture
- Discussion: Transition of MAG-24 CH-53D to CH-53E will require an organizational structure to capture costs and ensure adequate execution funds.
- Recommendation: Ensure that MAG-24 captures independent costs for all logistical transition support by ensuring TEC, VAL tables, transportation, TAD O&M, N costs have cost codes established and tracked for each organization
- Action: MAG-24
- Due Date: Ongoing through FOC



CFT III

Marine Aviation

- Issue: Environmental Impact
- Discussion: Need to get Base environmental signoff in order to operate CH-53E
- Recommendation: coordination with MCBH Environmental
- Action: Request authority for basing
- Due Date: 01 Jan 2011